

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

Bearings, headings, courses, tracks and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

City, State	Airport	Effective Date	Amdt. No.
KAHULUI, HI	KAHULUI	29 MAY 2014	7

TAKEOFF MINIMUMS:

RWY 23, NA –ATC
RWY 2, 5, 20, STANDARD

TEXTUAL DEPARTURE PROCEDURES:

RWY 2: CLIMB ON A HEADING 316 CW 052 FROM DEPARTURE END OF RUNWAY TO 10600 BEFORE PROCEEDING ON COURSE.
RWY 5: CLIMB ON A HEADING 312 CW 040 FROM DEPARTURE END OF RUNWAY TO 10700 BEFORE PROCEEDING ON COURSE.
RWY 20: CLIMB ON HEADING 185 FROM DEPARTURE END OF RUNWAY TO 11000 BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 2, BUSH AND TREES BEGINNING 190 FT FROM DER, 363 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/79 FT MSL. BUSHES AND OBSTRUCTION LIGHT ON BUILDING BEGINNING 339 FT FROM DER, 289 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/25 FT MSL.
NOTE: RWY 5, TREE 2359 FT FROM DER, 512 FT LEFT OF CENTERLINE, 56 FT AGL/75 FT MSL. FENCE 20 FT FROM DER, 304 FT RIGHT OF CENTERLINE, 11 FT AGL/31 FT MSL. BUSHES, TREES AND FENCE BEGINNING 228 FT FROM DER, 300 FT RIGHT OF CENTERLINE, UP TO 76 FT AGL/95 FT MSL.

CONTROLLING OBSTACLES:

OBSTACLES DEFINING SECTOR DEPARTURE BOUNDARIES/CLIMB TO ALTITUDE: RWY 2, 1439 FT MSL AAO 205804.48N/1563228.87W, 899 FT MSL AAO 205413.49N/1562000.11W, 10223 FT MSL AAO 204234.97N/1561509.42W. RWY 5, 1599 FT MSL AAO 205804.43N/1563237.85W, 800 FT MSL CATENARY 205527.00N/1562007.00W, 10223 FT MSL AAO 204234.97N/1561509.42W. RWY 20, 1199 FT MSL AAO 204735.84N/1563123.07W, 2239 FT MSL AAO 203920.97N/1562352.46W, 10223 FT MSL AAO 204234.97N/1561509.42W.

REMARKS:

THIS ODP AMENDED TO SHOW SAME SECTOR SPLAY PUBLISHED ON DVA.

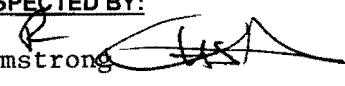


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KAHULUI, HI	KAHULUI	29 MAY 2014	7

FLIGHT INSPECTED BY:

John Armstrong 

2/10/14

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:

CHARLES ERICKSON 

AJV-354

9/4/2013

APPROVED BY:

LARRY STROUT 

AJV-354

FEB 28 2014

COORDINATED WITH:

ATA, ALPA, APA, AOPA, NBAA AMGR, HONOLULU CERAP, MAUI DEP CON

CHANGES:

1. CHANGED TEXTUAL DEPARTURE PROCEDURES FROM:

RWY 2 – CLIMB ON HEADING BETWEEN 310.00 CW 053.00 FROM DEPARTURE END OF RUNWAY.

RWY 5 – CLIMB ON HEADING BETWEEN 307.00 CW 040.00 FROM DEPARTURE END OF RUNWAY.

RWY 20 – CLIMB ON HEADING 185.00 FROM DEPARTURE END OF RUNWAY.

TO:

RWY 2: CLIMB ON A HEADING 316 CW 052 FROM DEPARTURE END OF RUNWAY TO 10600 BEFORE PROCEEDING ON COURSE.

RWY 5: CLIMB ON A HEADING 312 CW 040 FROM DEPARTURE END OF RUNWAY TO 10700 BEFORE PROCEEDING ON COURSE.

RWY 20: CLIMB ON HEADING 185 FROM DEPARTURE END OF RUNWAY TO 11000 BEFORE PROCEEDING ON COURSE.

2. UPDATED TAKEOFF OBSTACLE NOTES.

3. UPDATED CONTROLLING OBSTACLES.

REASONS:

1. MATCH DVA SECTOR SPY AND PROVIDES AN ALTITUDE IN WHICH AIRCRAFT CAN DISCONTINUE FLYING WITHIN THE SECTOR SPY BOUNDARIES AND COMPLETE A RANDOM DIVERSE DEPARTURE.

2. CURRENT DATA – BASE.

3. OBSTACLES REFLECT WOULD-BE PENETRATIONS HAD THE SECTOR LIMITATION NOT BEEN INSTALLED AS WELL AS THE LEVEL SURFACE OBSTACLE THAT DRIVES THE CLIMB TO ALTITUDE WITHIN THE SECTOR BOUNDARIES.

QUALITY
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